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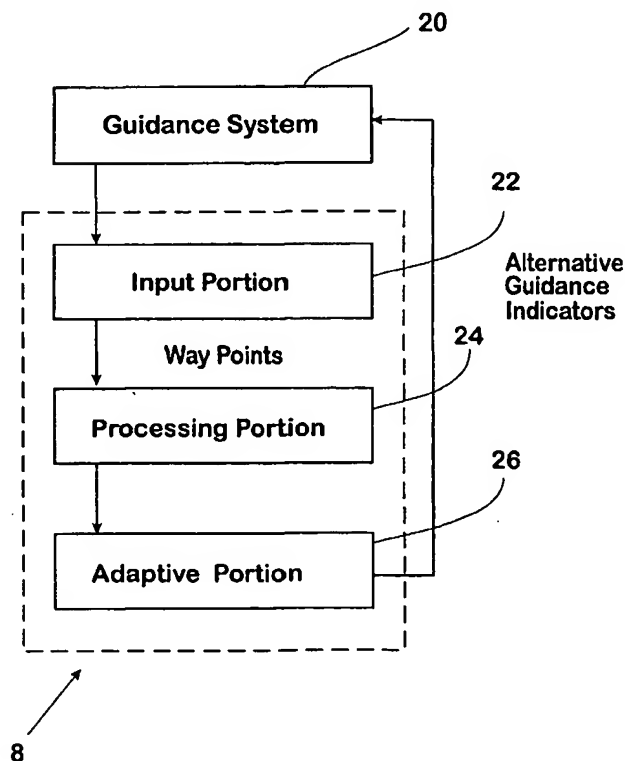
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(54) Title: VEHICLE GUIDANCE SOFTWARE, METHOD AND SYSTEM



(57) Abstract: The present invention relates to vehicle guidance software for use with an agricultural vehicle having a guidance system. The software includes a processing portion (24) for generating a set of guidance indicators from a set of waypoints. The software further includes an adapting portion (26) for analysing the guidance indicators produced by the processing portion (24) and determining whether the guidance indicators define a path that cannot be traversed by the vehicle due to its minimum turning radius. In the event that a path cannot be traversed by the vehicle the adaptive portion (26) generates a set of alternative guidance indicators that define a path that is traversable by the vehicle.

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## VEHICLE GUIDANCE SOFTWARE, METHOD AND SYSTEM

### Field of the Invention

The present invention relates to vehicle guidance software, a computer for  
5 guiding a vehicle and a guidance system for a vehicle. In particular the present  
invention relates to vehicle software for use with an agricultural vehicle..

### Background to the Invention

It is not always preferable to plough an area of land in a series of straight, and  
substantially parallel lines. An example of this is where the boundary of the area is not  
10 in a regular shape, such as a square or rectangle, wherein ploughing the area in straight  
lines results in less overall area being sowed with crops than would be the case if the  
area was ploughed in a series of concentric paths that follow the boundary of the area.

Another example of where ploughing in parallel straight lines is not preferable is  
where a central irrigation point delivers irrigant in a radially outward direction. If the area  
15 is ploughed in parallel straight lines a uniform, volume of irrigant may not be received  
throughout the area.

Finally, where the area to be ploughed is sloped, it is preferable to plough along  
lines of uniform elevation, which usually do not follow a straight path.

Computer guided agricultural vehicles are known in the prior art. For example in  
20 the international patent application PCT/AU99/00930 (WO 00/24239) to the same  
applicant, there is described a computer guided agricultural vehicle which follows a  
series of parallel straight lines. The current guidance systems generally operate by  
specifying initial path data to the system, that is usually a straight line, with the system  
generating a subsequent path for the vehicle to follow using the specified path data.  
25 The vehicle is then guided along the paths by the guidance system.

Current computer guidance systems for agricultural vehicles however have not been particularly successful in generating guidance paths other than straight lines that can be easily followed by an agricultural vehicle. It has even been found that it is necessary for a vehicle to be stopped and reversed in order to follow the path that has  
5 been generated by the guidance system. Having to stop and reverse the vehicle is inconvenient because the implements used are usually towed and cannot be raised hydraulically. It is also a waste of resources such as fuel, particularly where broad acre farming is involved.

It is an object of the present invention to provide a guidance which allows a  
10 vehicle to be continually guided along a generated path without having to stop and reverse the vehicle.

#### Summary of the Invention

According to a first aspect of the invention there is provided vehicle guidance software including:

15 an input portion for data corresponding to a set of waypoints defining an initial course for said vehicle;

a processing portion adapted to produce guidance indicators usable by a guidance system for said vehicle from said plurality of waypoints; and

an adaptive portion for generating alternative guidance indicators if one or more  
20 of the generated guidance indicators define a path that can not be traversed by the land vehicle due to its minimum turning radius.

Preferably, the guidance software also includes means for determining the set of waypoints. Typically, the means for determining the set of waypoints is a GPS  
25 receiver.

Alternatively, the set of waypoints may be retrieved from a data storage medium.

Preferably, the vehicle guidance software also includes means for determining a successive set of waypoints from a current set of waypoints to define a successive path for the vehicle. Preferably, the successive set of waypoints comprises a corresponding  
5 waypoint for each waypoint in the current set, each said corresponding waypoint being offset from a current waypoint by the working width of the vehicle and wherein the tangent to the path at each corresponding waypoint is parallel to the tangent at its current waypoint.

10 Optionally, the successive set of waypoints may be calculated from the mathematical path defined by the guidance indicators and the alternative guidance indicators, each of the successive set of waypoints being calculated to be offset from the mathematical path by the working width of the vehicle, and wherein the tangent to the path at each of said successive set of waypoints is parallel to the tangent of the  
15 mathematical path at the point perpendicular to each successive waypoint.

Typically, guidance indicators are produced from the set of waypoints via a computer assisted interpolation between the waypoints. Preferably, the interpolation is according to a bi-variate periodic bi-cubic B-spline fitting algorithm. However, other fitting algorithms may be used.

20 Preferably, the alternative guidance indicators are on an arc of a circle having a radial length equal to the minimum turning radius, said circle contacting the path defined by the current guidance indicators at more than one point.

According to a second aspect of the present invention there is provided a computer implemented method for guiding a vehicle having a guidance system  
25 associated therewith and a minimum turning radius, said method including the steps of:

generating guidance indicators from a plurality of waypoints;

determining whether one or more of the generated guidance indicators define a path that can not be traversed by the vehicle due to its minimum turning radius and if necessary, determining one or more alternative guidance indicators; and

5           utilising the guidance indicators, and alternative guidance indicators in the guidance system to guide the vehicle.

According to a third aspect of the present invention there is provided a guidance system for a vehicle having a minimum turning radius, said system comprising:

a processor;

10           a computer program, executable by the processor for generating a plurality of guidance indicators from a set of waypoints and for determining alternative guidance indicators if the generated guidance indicators define a path that can not be traversed due to the minimum turning radius; and

means for utilising the generated guidance indicators and the alternative  
15           guidance indicators to guide the land vehicle.

#### Brief Description of Figures

In order that this invention may be more readily understood and put into practical effect, reference will now be made to the accompanying drawings which illustrate typical preferred embodiments of the invention and wherein:

20           Fig 1 depicts a guidance system according to an embodiment of the present invention and including a computer memory device loaded with vehicle guidance software according to an embodiment of the present invention.

Fig 2 is a schematic diagram of the vehicle guidance software of the present invention.

Fig 3 is a flowchart of a method and vehicle guidance software according to the present invention.

Fig 4 depicts points defining a boundary.

Fig 5 depicts points defining a path generated from the points depicted in Fig 4.

5 Fig 5A is a close-up of a section of Fig 5.

Fig 6 illustrates the geometry relating a first path to a second path as determined by an embodiment of the present invention.

Fig 7 shows paths generated by an embodiment of the present invention that have portions that can not be traversed by the vehicle due to its minimum turning radius.

10 Fig 8 is a diagram illustrating a method of determining alternative guidance indicators employed by the vehicle guidance software.

Fig 9a and 9b are diagrams illustrating a vehicle departing from the path of a guidance contour under operator control.

Fig 10 illustrates paths followed by a vehicle rejoining a path according to an  
15 embodiment of the present invention.

#### Detailed Description of Preferred Embodiments

Referring now to Fig 1 there is depicted a guidance system 20 for use with the vehicle guidance software of this embodiment of the present invention. The system is similar to that described by the present applicant in WO/24239, however memory 73 is  
20 loaded with vehicle guidance software according to this embodiment of the present invention. The vehicle guidance software 8 may be supplied on CD-ROM, magnetic media or any other computer-readable media for installation and execution by processor 61.

In use the guidance system of Fig 1 is mounted to a vehicle such as a tractor.  
25 GPS receiver 81, radio modem 79, gyroscope 71 and accelerometers 67 all provide

data concerning the position and direction of movement of the vehicle to processor 61 for processing according to the vehicle guidance software 8. Other guidance systems used for providing such data might also be used. The particular details of the guidance system used for providing positional and directional data does not form a part of the present invention and will not be described in further detail here. Similarly solenoids 77 which are mounted to the steering hardware of the vehicle for steering the vehicle under processor control and opto-couplers 75 are also known in the art as are wheel angle sensors 65 and data input/output module 65.

As illustrated in Fig 2, the guidance system 20 is coupled to the input portion 22 of the vehicle guidance software which is enclosed within the dotted lines. As will be explained further below, the input portion is adapted to receive position data from the GPS receiver in the form of a set of waypoints representing the geographical position of the vehicle determined at regular intervals as the vehicle travels along an initial path. This set of waypoints is delivered to the processing portion 24 of the vehicle guidance software.

On receipt of the waypoints by the processing portion 24, the vehicle guidance software 8, through use of an appropriate algorithm, the details of which are given below, produces a set of guidance indicators. As will be explained further below, the guidance indicators represent further points of positional data along the path that have been produced by interpolating between the waypoints supplied to the processing portion 24 of the vehicle guidance software 8.

The guidance indicators so produced, are then forwarded to the adaptive portion 24 of the vehicle guidance software 8. The adaptive portion 26, then analyses the guidance indicators produced by the processing portion 24, and determines whether the guidance indicators define a path that can not be traversed by the vehicle due to its



minimum turning radius. Parameters of the vehicle, such as the minimum turning radius are supplied to the vehicle guidance software 8 by the operator of the vehicle via the data input/output module 65. Obviously, the determination by the adaptive portion 26 of the guidance indicators will vary, depending on the value of the minimum turning radius  
5 input to the vehicle guidance software 8.

In the event that a path that can not be traversed by the vehicle is detected by the adaptive portion 26, a set of alternative guidance indicators, that represent a path that is traversable by the vehicle is generated by the adaptive portion 26.

It is then this set of alternative guidance indicators, that define a path that is  
10 traversable by the vehicle, that is delivered to the guidance system 20 along with the remaining guidance indicators that can be traversed for guidance of the vehicle.

The operation of the vehicle guidance software 8 is described in further detail in Fig 3. At box 101 of Fig 3 the waypoints defining a boundary are input and stored in a data structure such as an array or computer readable file.

15 In order to explain this procedure further reference is made to Fig 4 which depicts an outer boundary 21 of a paddock to be operated on by a vehicle 23 towing a working implement 25 of width 27. Initially the vehicle guidance software 8 prompts for the entry of data defining the boundary 21, via the input/output controller 65.

The data is most conveniently generated by driving vehicle 23 around the  
20 boundary and downloading positional data at regular intervals by means of items 81, 79, 71 and 67 of the guidance system of Fig 2. The downloaded position data are stored by the program in a data structure such as an array or computer readable file. The downloaded boundary points comprise the set of waypoints 31a,...,31n defining boundary 21. The points 31a,...,31n are typically about 5m apart.

At box 103 of Figure 3 a path is generated by the processing portion 24 which corresponds to the boundary. The path is a curve defined by points on the curve known as guidance indicators generated by applying a curve fitting procedure to the 31a,...,31n of Figure 5. The path is defined by many more guidance indicators than the set of waypoints 31a,...,31n which define the boundary. Several numerical mathematics algorithms are known which are capable of generating the guidance indicators and which could be applied to implement the present invention. However the present inventors have found that for their purposes a bi-variate periodic bi-cubic B-spline fitting algorithm is preferred partly because of the fact that this algorithm produces a smooth curve between the waypoints. The original data may be parameterised using Eugene Lee's centripetal scheme, i.e. as accumulated square root of chord length.

A great many guidance indicators are not required along segments of the path having large curvature. Accordingly some of the guidance indicators may be discarded along path segments having large curvature, as positional accuracy of the vehicle is not as difficult to maintain along such segments.

With reference to Fig 5 there is shown the boundary 21 with waypoints 31a,...,31n shown as crosses. Initially the curve fitting algorithm is applied over waypoints between 10m and 200m ahead of the vehicle in order to generate guidance indicators. The guidance indicators are shown as filled circles in Fig's 5 and 5A.

At box 105 of Figure 3 the vehicle is moved to a starting point SP being one of the guidance indicators defining the path. The driver of the vehicle is guided to the starting point by the guidance system utilising a display or power assisted steering as, for example described in the previously identified international patent application.

Once the vehicle has arrived at the SP the next closest guidance indicator on the path is set as the first operating point OP 107 which is the point that the vehicle will be guided towards.

At box 111 one or more of the guidance indicators ahead of the OP are  
5 examined to determine if they define a path that can not be traversed by the vehicle due to its minimum turning radius. The minimum turning radius of the vehicle is a parameter that may be entered upon start-up of the vehicle guidance software as was noted above.

If the guidance indicators do describe a curve with a turning circle less than that of the vehicle then it will not be possible for the vehicle to follow that path. Accordingly the  
10 vehicle guidance software 8 will employ the adaptive portion to generate alternative guidance indicators 112 that define the path such that a path which the vehicle can traverse is produced. The method followed by the adaptive portion 26 in implementing this task will be described in more detail below.

The vehicle then moves towards the OP guided by the guidance system of Fig 2  
15 in accordance with the vehicle guidance software 8. At box 115 a check is performed for user events. Such events might include the driver steering the vehicle off the path, for example to re-fuel or to avoid an obstacle. In the event that no such event has occurred then the system proceeds to box 117. At box 117 the distance between the current OP and the next guidance indicators on the path, i.e. the next OP towards which  
20 the vehicle will be guided is calculated and stored in a variable "a". The distance between the current OP and the starting point is also calculated and stored in a variable "b". A test is then performed to determine if  $a > b$ . If  $a > b$  then it is known that the vehicle has almost completed its passage around the path. In that event control passes to box 123. Alternatively if the next OP is closer than the starting point SP then it is known that  
25 the vehicle must pass through at least the next OP in order to complete the contour.

Accordingly, in that event control passes to box 107 where the next operating point is determined.

Control only diverts to box 123 upon the first contour being completed. In that event a successive set of waypoints, to be used in generating a further path offset from the first one, must be generated.

With reference to Figure 6 a corresponding waypoint  $(x_1, y_1)$  for an inner path is generated from a current waypoint  $(x, y)$  for an outer path by observing that  $\Delta s = w\Delta\alpha$ ;  $\Delta x = \Delta s \cos \alpha$ ;  $\Delta y = \Delta s \sin \alpha$ . Using coordinate transformation rules  $x_1 = x \pm \Delta x$  and  $y_1 = y \pm \Delta y$ , equivalently  $x_1 = x \pm \Delta s \cos \alpha$  and  $y_1 = y \pm \Delta s \sin \alpha$ .

The same equations may be rewritten as:

$$x_1 = x \pm w (dy/ds) / \sqrt{(dy/ds)^2 + (dx/ds)^2}$$

$$y_1 = y \pm w (dx/ds) / \sqrt{(dy/ds)^2 + (dx/ds)^2}$$

the above formulas are programmed using standard numerical mathematics routines.

In the above formulas:

$w$  is the width of the field processing implement

$(x, y)$  is a waypoint on the outer path

$(x_1, y_1)$  is a point on the inner path corresponding to  $(x, y)$

$\alpha$  is the angle created at the orthogonal (cartesian) coordinate at the centre of radius of curvature  $(0,0)$  of this segment of the contour.

$\Delta\alpha$  is the difference in  $\alpha$  for two successive points on the outer contour.

$\Delta s, \Delta s_1, \Delta s_2$  are differential arcs created by two successive points on the contour.

$dy/ds$  is the instantaneous rate of change in  $y$  direction with respect to the contour path,  $s$ .

$dx/ds$  is the instantaneous rate of change in the  $x$  direction with respect to the contour

path,  $s$ .

Each waypoint for the path 51 is generated according to the above method. Consequently the derivative of path 51 at any corresponding waypoint ( $x_1, y_1$ ) is the same as at the current waypoint ( $x, y$ ) on the outer boundary 21. A further set of waypoints for a subsequent path 72 (Fig 7) may be generated from the points of boundary 51 in the same manner and so the procedure may be repeated. Path segments between waypoints are generated by means of the interpolating spline algorithm previously described.

Referring now to Fig 7, the path following boundaries 21, 51 and 72, (and four subsequent inner path), generated by the software guidance system are illustrated. In the circled regions 74, 76 and 78, the paths as initially calculated incorporate curves having a radius less than the minimum turning radius of the vehicle. In order to traverse these paths, it is necessary for the operator to reverse the vehicle in these regions. An example of the reversal needed for the innermost path in region 74 is illustrated by the arrows.

The operation of the adaptive portion to generate alternative guidance indicators that define a path that can be traversed by the vehicle will now be illustrated.

Fig 8 depicts a portion of a path in region 74 of Figure 7. It will be noted that path 34 can be traversed by the vehicle, however the subsequent path 35 contains a position O that can not be traversed by the vehicle due to its minimum turning radius. If the vehicle were to travel along path 35 it would be necessary to reverse the vehicle, and follow the path as defined by a and b which for reasons given above would not be practical.

To counter this difficulty the vehicle guidance software first detects these regions by trailing a circle C of radius R around the path defined by the generated guidance indicators. In this case, R is the minimum turning radius of the vehicle or a

valve above that radius in the case where the vehicle is towing an implement. If the circle touches the path at more than one point, as occurs when the circle C is near to the point O, a region of critical curvature has been detected and the contact points x and y are logged by the system.

5 Further, since the circle has a radius equal to the minimum turning radius, the path defined by the arc x-y, 34A will be able to be negotiated by the vehicle.

Accordingly, the adaptive portion of the vehicle guidance software then generates alternative guidance indicators that lie on the arc x-y, 34A. Those alternative guidance indicators are then used by the guidance system to guide the vehicle along the  
10 path defined by the alternative guidance indicators, and then along the existing path defined by the current guidance indicators.

Referring once more to Fig 3, as previously described, at box 115 a check is performed to determine if a user event has occurred. Such an event is typically the operator of the vehicle driving the vehicle off a calculated path. Upon the user driving  
15 off the path the software maintains a track of the path for future processing in order that the vehicle may be guided back to the path if desired by the operator of the vehicle. A record of the trail, i.e. the path of the vehicle away from a path, is made as a double-lined path. A double line path is generated by offsetting a path on either side by a fixed amount. The determination of a corresponding double line path preserves the integrity  
20 of the original path. The integrity of the original path may be jeopardised when the driver deliberately guides the vehicle off the path. Referring to Fig's 9 and 10 it may be seen that by using double lined paths, while the vehicle is under manual control, the integrity of the path may be maintained.

This is because upon the vehicle rejoining the path Region A and Region B are  
25 produced as options for subsequent processing. Depending on the complexity of the

manual path, there may be additional regions produced to Regions A and B. Additional regions may be processed successively later. The region which the farmer wants to process first is set to active. A prompt for input from the farmer as to the region to be processed first is issued. Based on the farmer's response the corresponding region is  
5 flagged as "active", all other regions are set to "inactive". Region B is processed after processing of Region A is complete. It would not be possible to process the regions separately with reference to a single line contour without a danger of overlap of processed regions occurring. Hence the use of double lined paths.

While the vehicle is manually driven off a path OP's are calculated as the closest  
10 points to the vehicle on the boundary path, excluding the double-sided trail to a distance of radius  $x$ , where  $x$  is the difference between the current OP and the vehicle position. Fig's 9a and 9b show a diagrammatic description of this path following method.

In the event that the operator of the vehicle wishes to rejoin the path, the system is programmed to determine the two OP from the double-line contour, and prompts the  
15 farmer to choose from the left or right contour as shown in Fig 10 and previously described.

Clearly the actual structure of the vehicle guidance software 8 may be varied.

The software includes a processing portion for generating a set of points interpolating between waypoints. Here the term "portion" simply refers to a subsection of  
20 the program code and may for example be a function or a procedure depending on the programming language used. Means for determining a further set of waypoints calculated to define a guidance path offset from a first path wherein tangents of the first path at each of the first set of waypoints are parallel to tangents of the second path at each of the second set of waypoints is also included.

In the above examples discussed, application of an embodiment of the invention to generate contours on the inside of a reference contour or boundary has been described.

The method and software product of the invention may also be readily applied to  
5 generate paths on the outside of a closed reference path or boundary.

It will of course be realised that the above has been given only by way of illustrative example of the invention and that all such modifications and variations thereto as would be apparent to persons skilled in the art are deemed to fall within the broad scope and ambit of the invention as defined in the appended claims.



The claims defining the invention are as follows:

1. Vehicle guidance software including:
  - an input portion for data corresponding to a set of waypoints defining an initial
  - 5 course for said vehicle;
  - a processing portion adapted to produce guidance indicators usable by a
  - guidance system for said vehicle from the set of waypoints; and
  - an adaptive portion for generating alternative guidance indicators if one or more
  - of the guidance indicators define a path that can not be traversed by the vehicle due to
  - 10 its minimum turning radius.
2. Vehicle guidance software according to claim 1 including means for determining said set of waypoints associated with said vehicle.
- 15 3. Vehicle guidance software according to claim 2 wherein the means for determining the set of waypoints is a GPS receiver.
4. Vehicle guidance software according to claim 2 wherein the means for determining the set of waypoints is via retrieval from a data storage medium.
- 20 5. Vehicle guidance software according to any one of claims 1 to 5 including means for determining a successive set of waypoints from a current set of waypoints to define a successive path for said vehicle.

6. Vehicle guidance software according to claim 5 wherein said successive set of waypoints comprises a corresponding waypoint for each waypoint in the current set, each said corresponding waypoint being calculated to be offset from a current waypoint by the working width of the vehicle and wherein the tangent to the path at each  
5 corresponding waypoint is parallel to the tangent at its current waypoint.
7. Vehicle guidance software according to claim 5, wherein said successive set of waypoints is calculated from the mathematical path defined by said guidance indicators and alternative guidance indicators, each of said successive set of waypoints being  
10 calculated to be offset from the mathematical path by the working width of the vehicle and wherein the tangent to the path at each of said successive set of waypoints is parallel to the tangent of the mathematical path at the point perpendicular to each successive waypoint.
- 15 8. Vehicle guidance software according to any one of claims 1 to 7 the guidance indicators are produced from the set of waypoints via a computer assisted interpolation between the waypoints.
9. Vehicle guidance software according to claim 8 wherein the interpolation is  
20 according to a bi-variate periodic bi-cubic B-spline fitting algorithm.
10. Vehicle guidance software according to any one of claims 1 to 9 wherein the alternative guidance indicators are on an arc of a circle having a radial length equal to the minimum turning radius, said circle contacting the path defined by the current  
25 guidance indicators at more than one point.

11. A computer implemented method for guiding a vehicle having a guidance system associated therewith and a minimum turning radius said method including the steps of:
- generating guidance indicators from a plurality of waypoints;
  - determining whether one or more of the generated guidance indicators define a
  - 5 path that can not be traversed by the vehicle due to its minimum turning radius and if necessary, determining one or more alternative guidance indicators; and
  - utilising the guidance indicators, and alternative guidance indicators in the guidance system to guide the vehicle.
- 10 12. A guidance system for a land vehicle having a minimum turning radius, said system comprising:
- a processor;
  - a computer program, executable by said processor for generating a plurality of guidance indicators from a set of waypoints and for determining alternative guidance
  - 15 indicators if the generated guidance indicators define a path that can not be traversed due to the minimum turning radius; and
  - means for utilising the generated guidance indicators and the alternative guidance indicators to guide the land vehicle.

20 DATED THIS TWENTY-NINTH DAY OF AUGUST 2002

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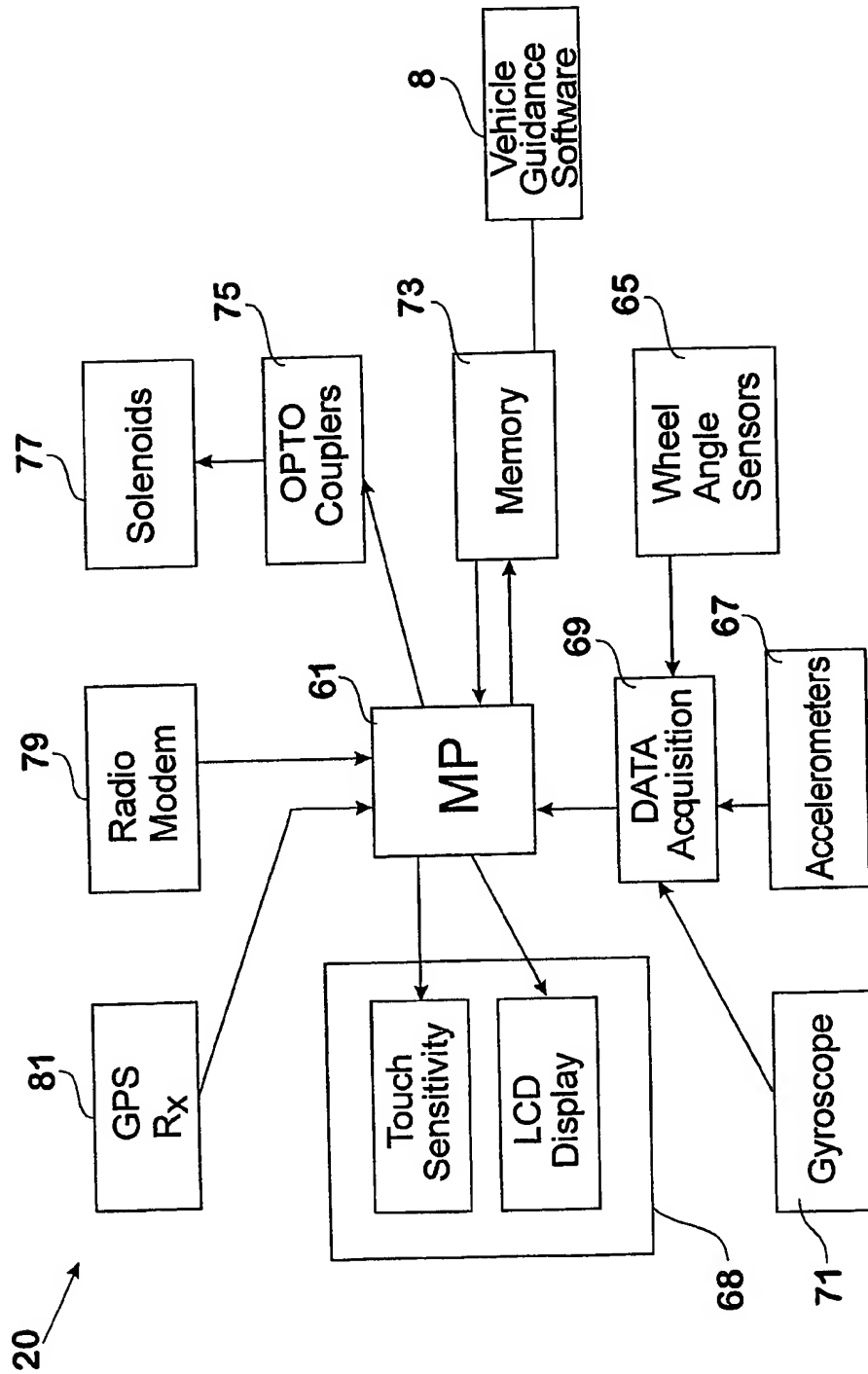


Fig. 1

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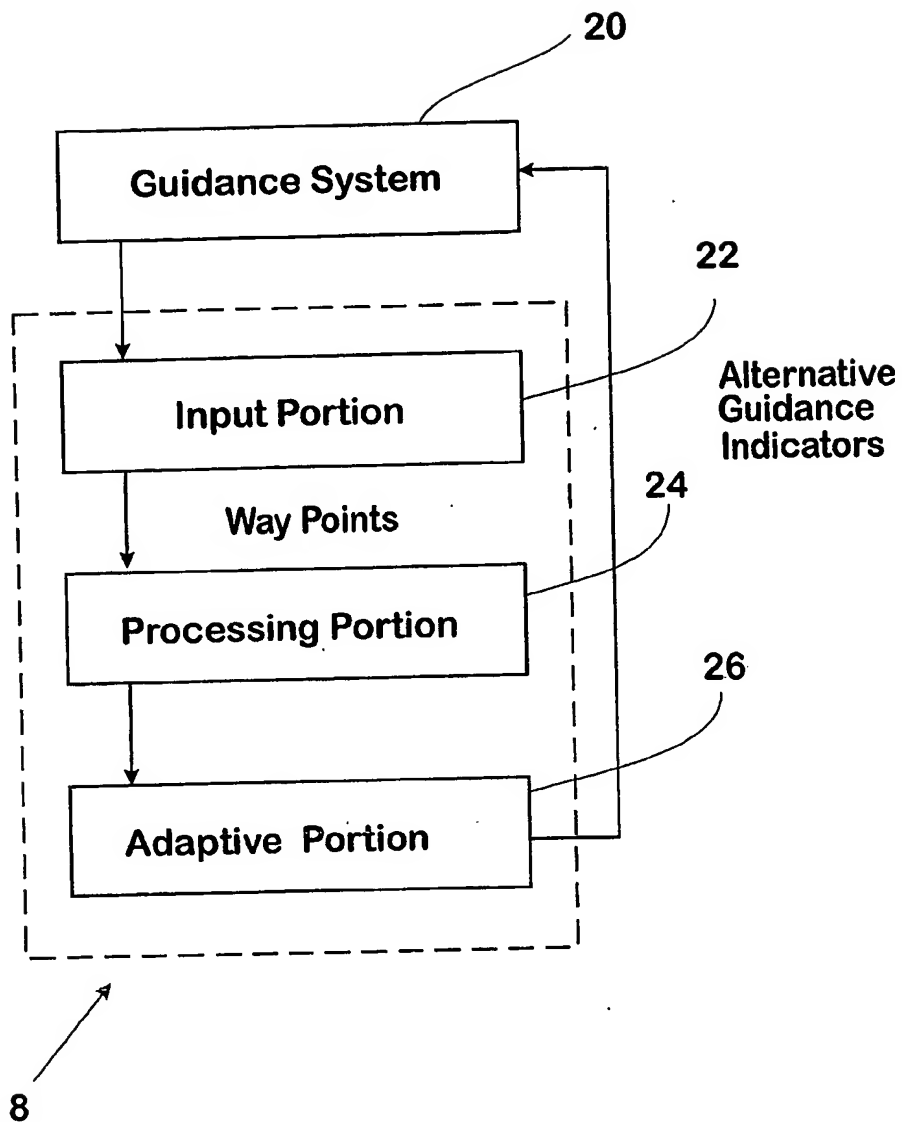


Fig. 2

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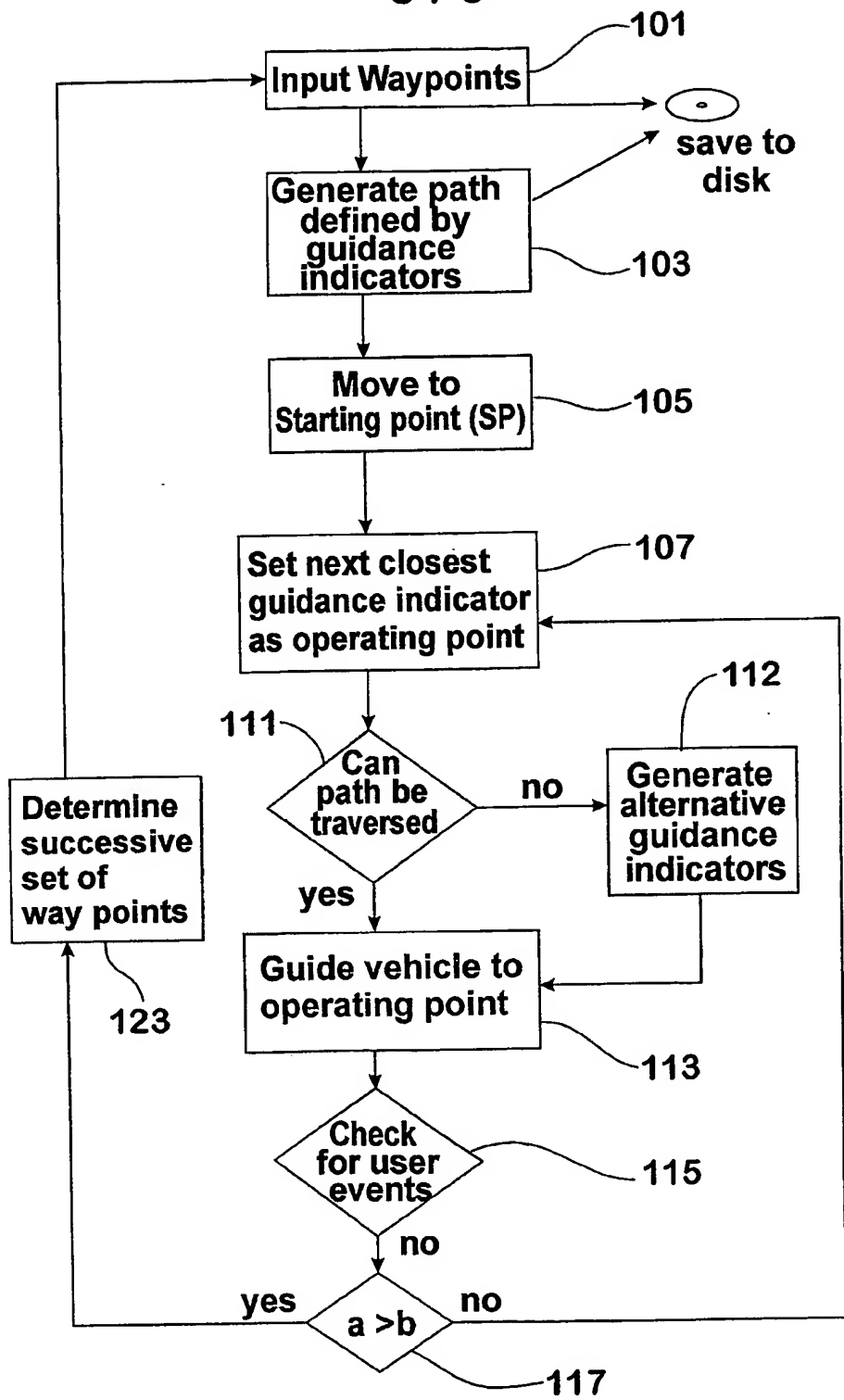


Fig. 3

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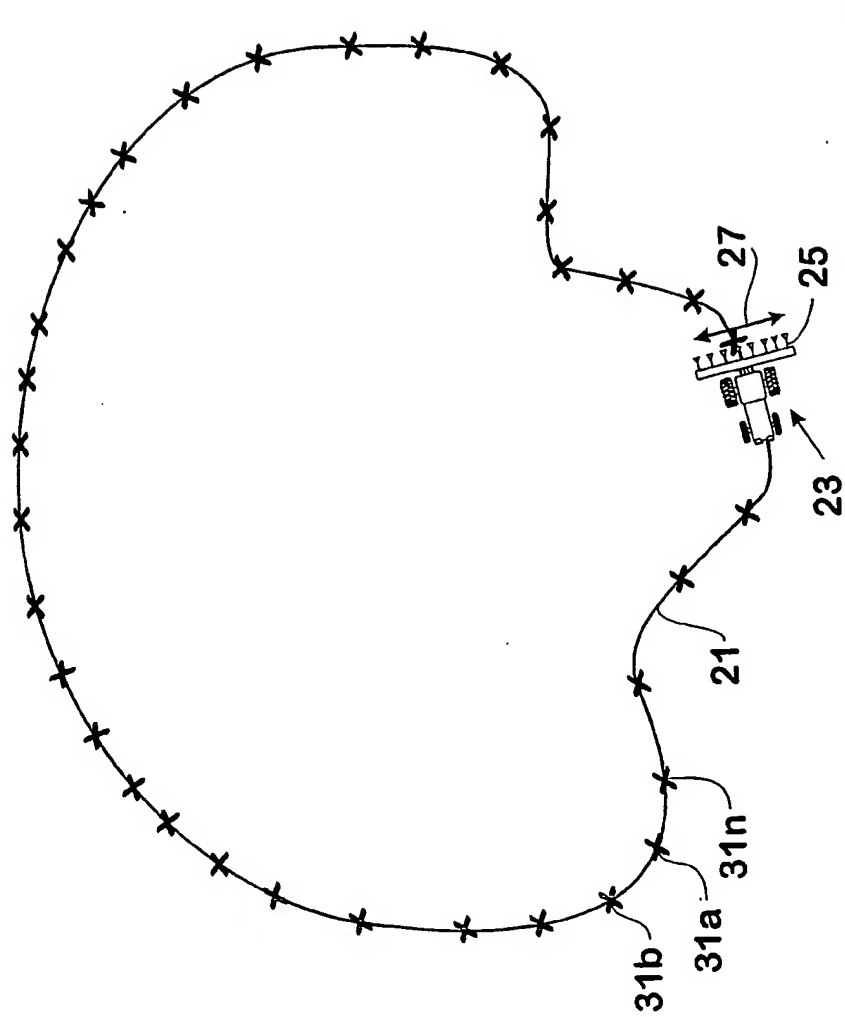


Fig. 4

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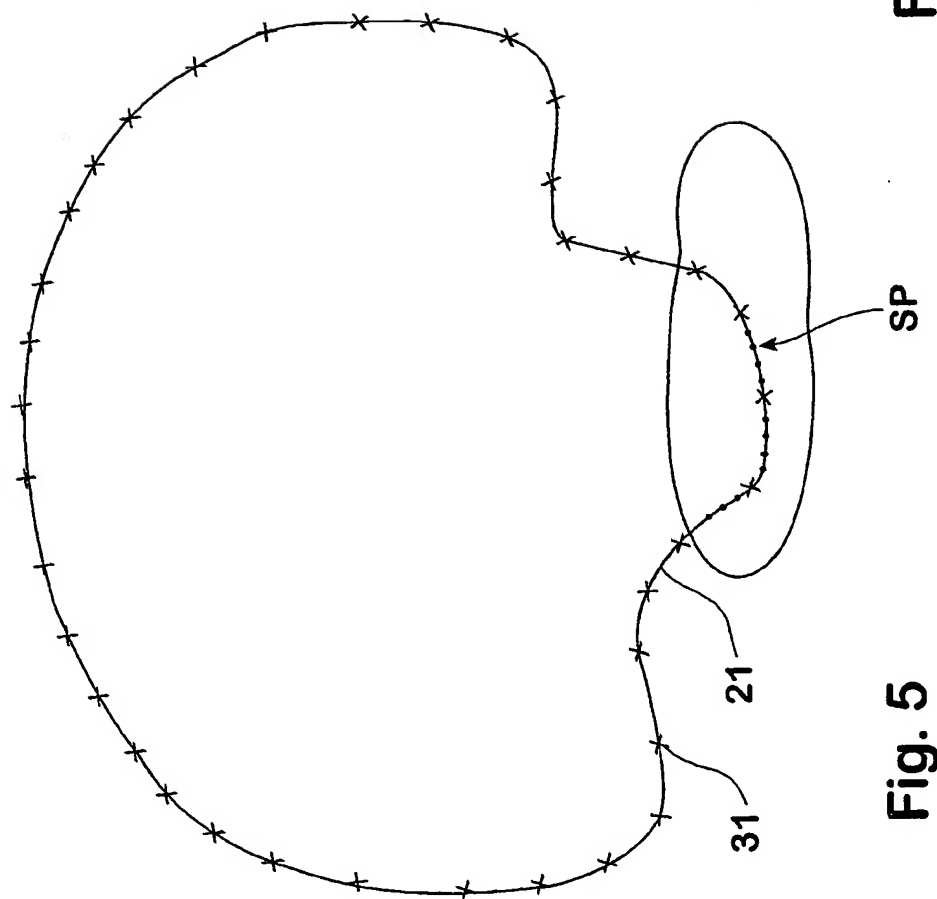


Fig. 5

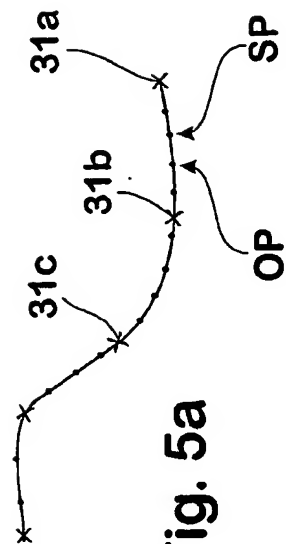


Fig. 5a



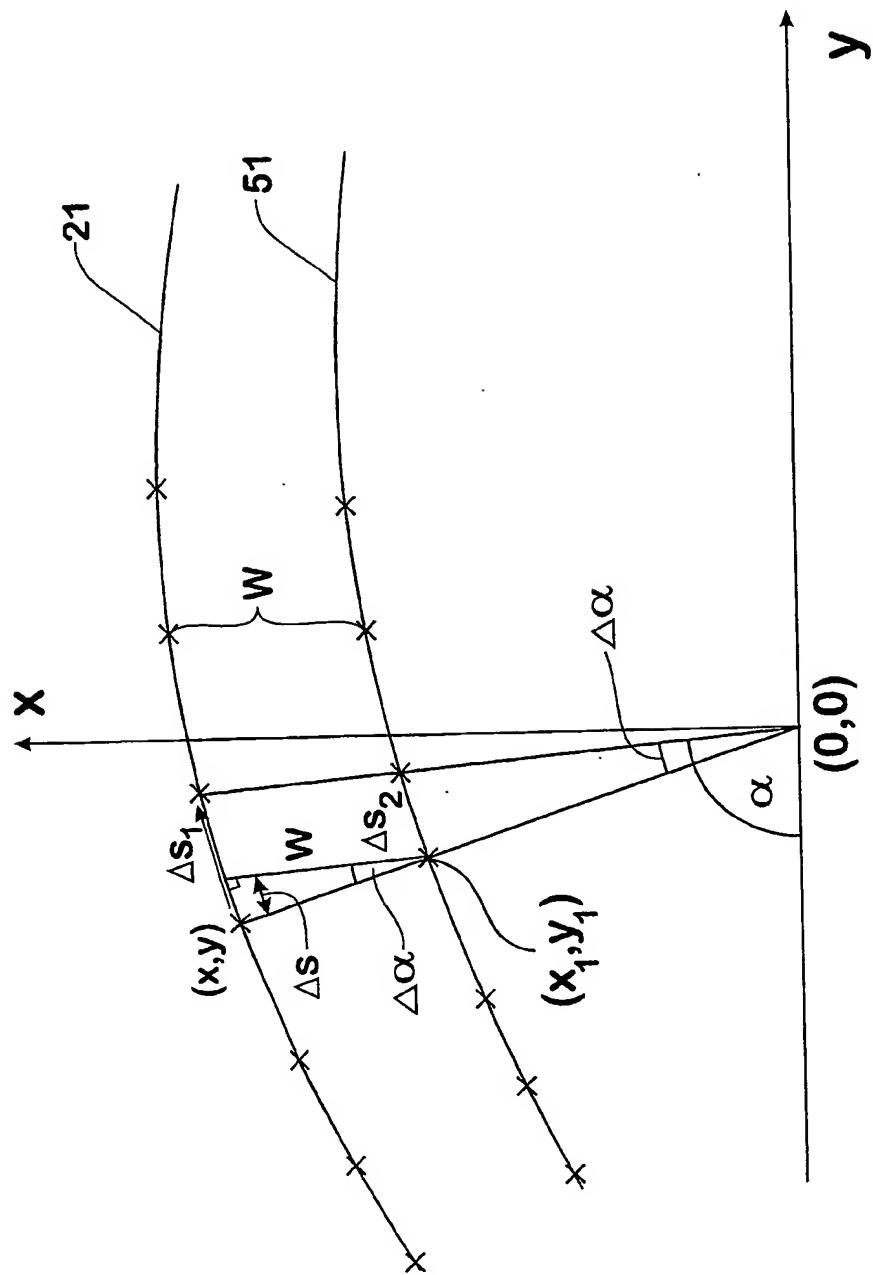


Fig. 6

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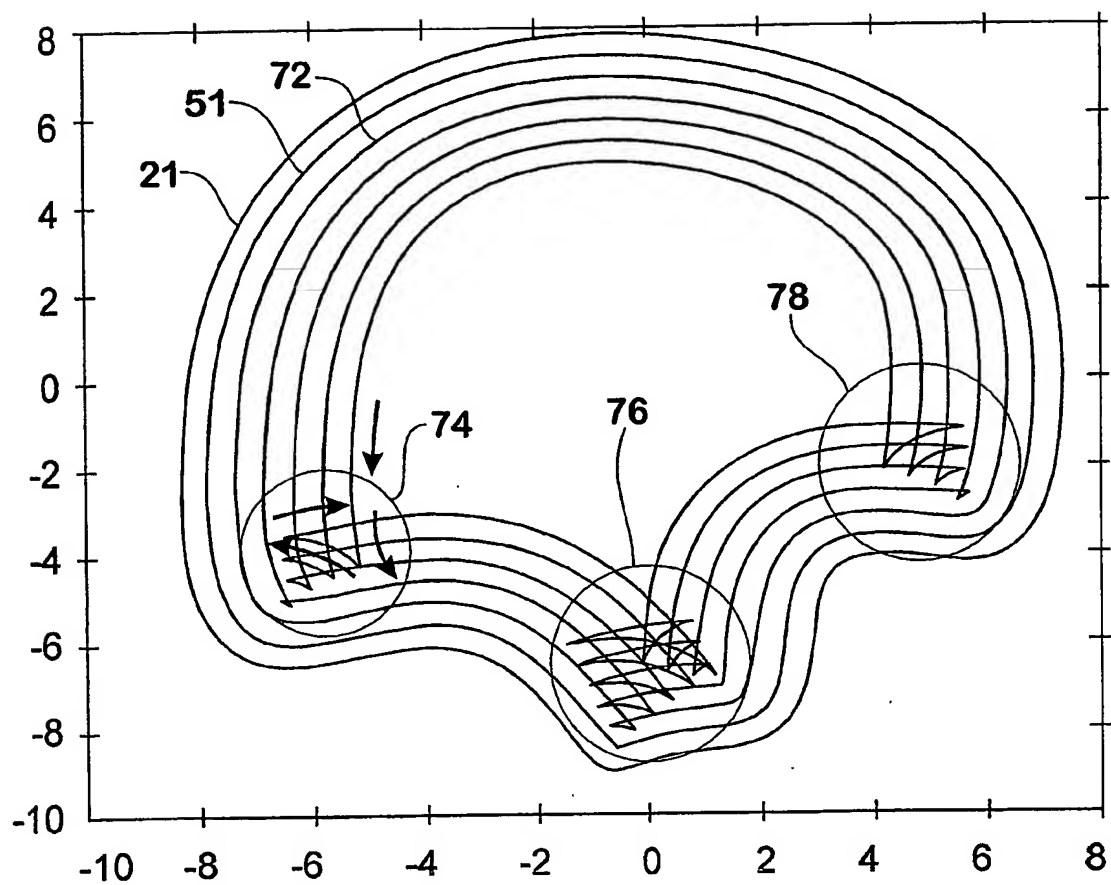
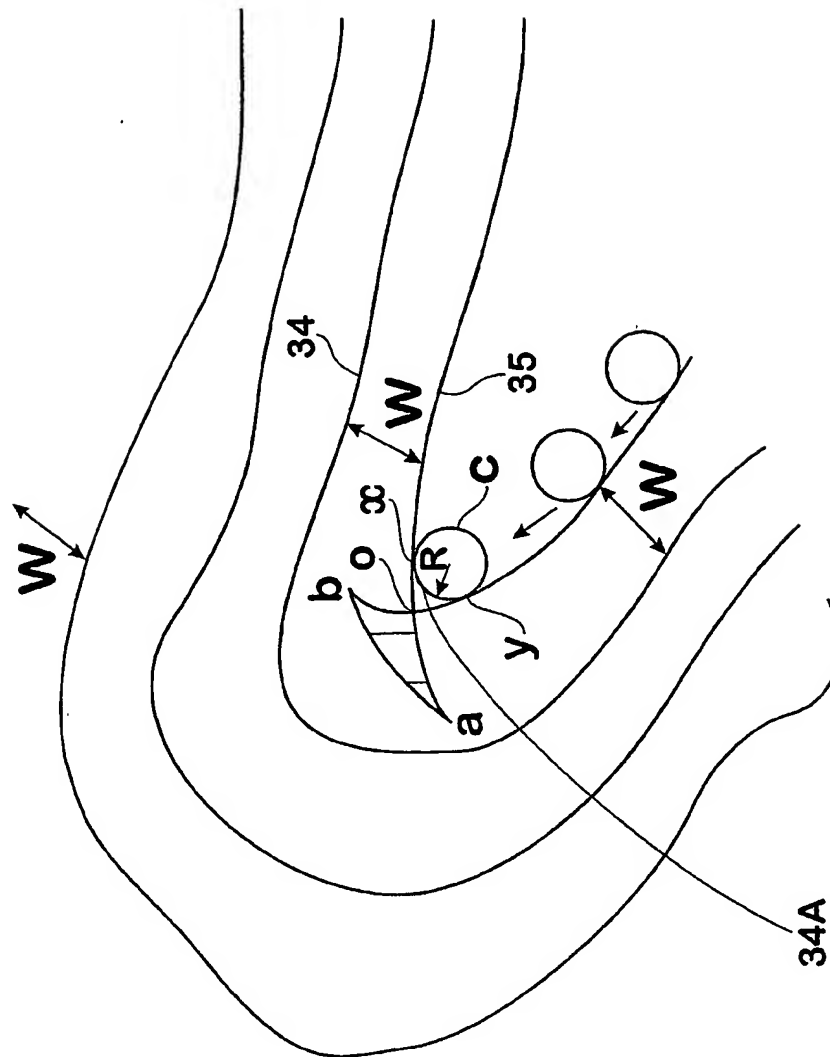
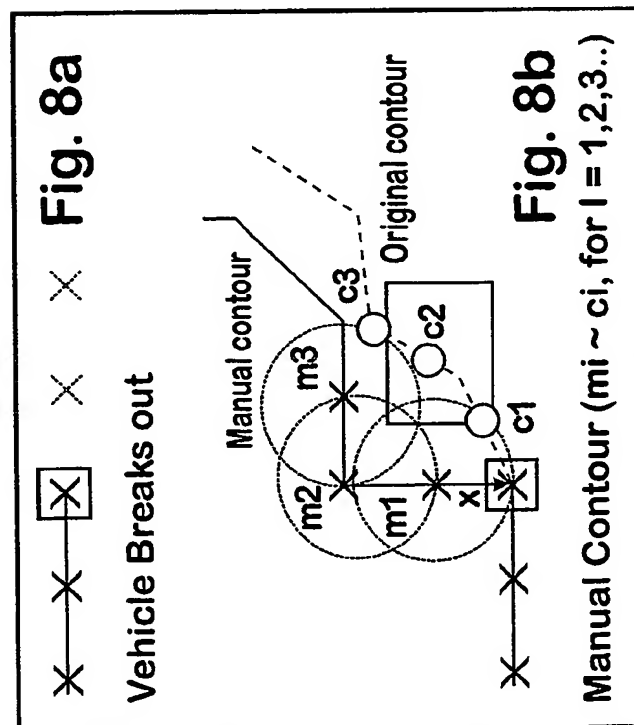
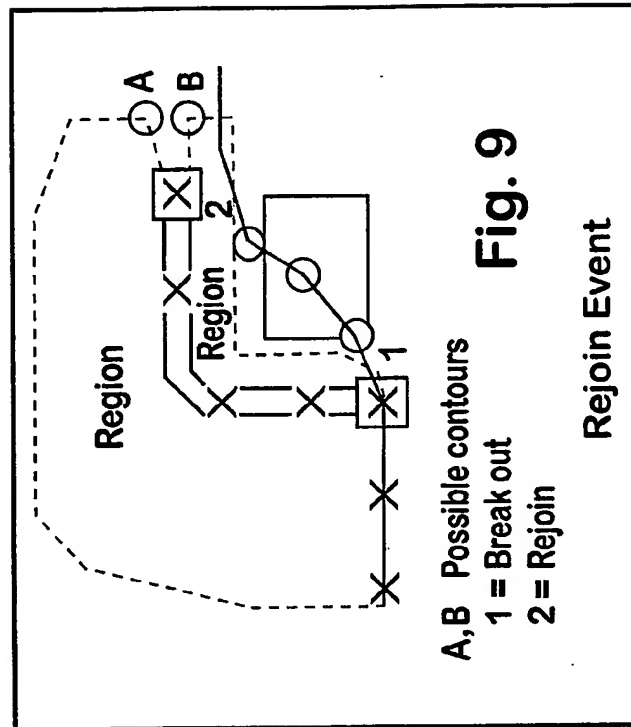


Fig. 7



**Fig. 8**

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## INTERNATIONAL SEARCH REPORT

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PCT/AU02/01175

<b>A. CLASSIFICATION OF SUBJECT MATTER</b>		
Int. Cl. <sup>7</sup> : G06F 17/60, 165/00 G05D 1/02 G01C 21/34 A01B 79/00		
According to International Patent Classification (IPC) or to both national classification and IPC		
<b>B. FIELDS SEARCHED</b>		
Minimum documentation searched (classification system followed by classification symbols)		
Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched		
Electronic data base consulted during the international search (name of data base and, where practicable, search terms used) WPAT. Keywords: guide, vehicle, waypoint, turn, agicultural and similar terms.		
<b>C. DOCUMENTS CONSIDERED TO BE RELEVANT</b>		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	WO 00/24239 A (AGSYSTEMS PTY LTD) 4 May 2000 Whole document	
A	CA 2212240 A (POSITION INC.) 1 February 1999 Whole document	
P,A	US 6377889 A (SOEST) 23 April 2002 Whole document	
<input type="checkbox"/> Further documents are listed in the continuation of Box C <input checked="" type="checkbox"/> See patent family annex		
<p>* Special categories of cited documents:</p> <p>"A" document defining the general state of the art which is not considered to be of particular relevance</p> <p>"E" earlier application or patent but published on or after the international filing date</p> <p>"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)</p> <p>"O" document referring to an oral disclosure, use, exhibition or other means</p> <p>"P" document published prior to the international filing date but later than the priority date claimed</p> <p>"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention</p> <p>"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone</p> <p>"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art</p> <p>"&amp;" document member of the same patent family</p>		
Date of the actual completion of the international search 26 September 2002		Date of mailing of the international search report - 4 OCT 2002
Name and mailing address of the ISA/AU AUSTRALIAN PATENT OFFICE PO BOX 200, WODEN ACT 2606, AUSTRALIA E-mail address: pct@ipaustalia.gov.au Facsimile No. (02) 6285 3929		Authorized officer  ROSEMARY LONGSTAFF Telephone No : (02) 6283 2637

# INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No.

PCT/AU02/01175

This Annex lists the known "A" publication level patent family members relating to the patent documents cited in the above-mentioned international search report. The Australian Patent Office is in no way liable for these particulars which are merely given for the purpose of information.

Patent Document Cited in Search Report	Patent Family Member
WO 200024239	AU 200012532
END OF ANNEX	